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A *Hodkinson (Jr)*
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PLAN and ESTIMATES,
FOR
IMPROVING AND EXTENDING THE
NAVIGATION
OF THE
RIVER STOUR
FROM
SANDWICH to CANTERBURY,
IN THE
COUNTY of KENT.

CANTERBURY:
PRINTED BY SIMMONS, KIRKBY AND JONES.

1792.



PLAN and ESTIMATES

FOR

IMPROVING AND ENLARGING THE

NAVIGATION



RIVER STOUR

FROM

SANDWICH & CALISTON

COUNTY OF KENT

CANTERBURY

PRINTED BY JAMES BARNES & CO. LTD.



To the Promoters of the
SCHEME for Improving and
Extending the NAVIGATION
of the RIVER STOUR from
SANDWICH to CANTERBURY,
in the COUNTY of KENT.

GENTLEMEN,

IN an age, in which Navigations have
been carried into execution, with ad-
vantage, through countries that from their
rugged and hilly surfaces seem little calcu-
lated for works of that kind, I am surprised
that an extention of the Navigation to Can-
terbury should have been so long neglected.

NAVIGATIONS, in situations like this,
that can be carried into execution for so
trifling

trifling an expence, compared with the advantages expected from it, need only be pointed out to be immediately adopted.

THE advantages that the Inhabitants of Canterbury and its Vicinity would derive from this extention, are so obvious, that it is needless for me to dwell upon them.

NOTHING more is wanting to the present Navigation between Sandwich and Fordwich, than to make a Horse Towing Path along the banks of the river; the present method of haling by men being attended with considerable delay. I am informed, that a boat is seldom less than four days, often considerably more, in making a voyage from Fordwich to Sandwich and back, though the distance between those places is only about 15 miles; whereas
when

when a Horse Towing Path is adopted, and the extention completed, a barge never need be more than eight hours, in going the whole distance from Sandwich to Canterbury.

THERE are several different lines, by which the Navigation might be extended to Canterbury.

ONE idea, was to have deserted the present river at the upper end of Pouldwood Cut, and made the Westbeer drain navigable to a place marked B on the Plan hereto annexed; thence to have followed the dotted line by the upper end of Sturry Street, to the North or Lower Mill head. I took an accurate view of this line, but found so many difficulties to encounter from the various and clashing interests through which
the

the Cut must pass; the very heavy expence that would be incurred from the spunginess of the soil on which the Towing Path must be made, and from the great number of communication bridges that would be necessary to the numerous small meadows or marshes south of the drain, that upon mature consideration, I gave up the idea as unadvisable.

ANOTHER line that occurred, was, to pull down and rebuild Fordwich bridge sufficient for barges to pass under it, and continuing the Navigation along the present river under Sturry bridge, enter into the South Mill and Barton Mill heads by a short cut and a lock at each. The evils attending this line would principally arise from the great number of shallows which are formed in the river; these, though
they

they might be removed at no very considerable expence, would be apt upon every flood to form again, and thereby impede the Navigation, and be an almost continual expence; besides, being upon a strong stream, between Mills that are continually going, it would require a greater force to draw the barges against the stream. But as the expence of executing this line would be less than any other I can point out, I have subjoined an estimate of the same, leaving the Gentlemen concerned to adopt which line they think proper.

BUT the line that even upon my first view of the country appeared to me the best, and which upon mature consideration I certainly recommend to be carried into execution, is to desert the present river a little below Park Dyke, and lock up to the

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the level of Barton Mill head; which can easily be effected by one lock; then crossing the upper end of Fordwich street and the Margate road to the river side, where crossing the river and keeping parallel with the same unite with it at Barton Mill head, and from thence by the present river to Canterbury. This line is marked with dots ::::: in the Plan annexed. *a*

THIS, when completed, will form one entire level water from Park Dyke to Canterbury, and will certainly make the most complete Navigation. The mills and low meadows would neither of them be the least injured by it, and being carried clear of the low lands, it would be little liable to be injured or impeded by floods, and from the great number of constant Springs from the high lands by which it passes (the
water

a. The Tail of the Cotton Mill Stream is meant to be brought into the River near the two small Islands below the Intended Canal

water from which now joins the river below all the mills) it would be at all times furnished with water, without depriving the mills of any of their present supply, and passing through or close to an inexhaustible bed of gravel and brickearth, a constant supply of both those articles would be furnished at a cheap rate through the whole Line of Navigation, where they are much wanted; the distance besides is ^anearer than by the present river, and having but one lock, much time will be saved to the Navigator. These are advantages which in my opinion are more than equivalent to the extra expence, which by the subjoined estimate it appears this line will cost, more than by continuing along the present river; but I beg it may be understood, that though the first cost is greater, yet this line will, in
the

the end, prove the cheapest, as well as the best Navigation.

THE consumption of Coals at Canterbury is, I am informed, about six thousand chaldron per annum, the greater part of which is now brought from Whitstable and Hearn, by Land Carriage; for which seven shillings per chaldron is paid.—The price of coals at those places has been for five years, upon an average, 3d. per chaldron more than at Sandwich; there can be little doubt, therefore, that when the proposed extention is completed, but the whole of that trade will be conveyed by water carriage; Iron, Timber, Slate, and all kinds of heavy goods will also be exclusively brought this way; therefore a very small tonnage will be sufficient to pay ample Interest for any sum of Money, that may be expended

expended on the proposed Improvement;
and the goods landed at Canterbury considerably cheaper than by the present expensive mode of land carriage.

I CANNOT at present, neither is it necessary, point out the exact tonnage that should be laid upon the different goods passing along this Navigation.—There is not the least doubt but that a very small one will be sufficient.

I have the honour to subscribe myself,

GENTLEMEN,

Your most obedient and very humble servant,

J. HODSKINSON.

Arundel Street, London,
17th May, 1792.

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An ESTIMATE of the Expence of
 extending the Navigation to Can-
 terbury by the present River.

	£.	s.	d.
Removing shallows between Park Dyke and Fordwich Bridge - - -	60	0	0
Taking down and rebuilding Fordwich Bridge on the old foundation - -	150	0	0
Removing a shallow a little above Fordwich Bridge -	20	0	0
Ditto at Sturry Bridge -	50	0	0
A new Foot Bridge from the House to the Mill -	30	0	0
Carried up	310	0	0

	£.	s.	D.
Brought up	310	0	0
Making a new Cut from Sturry North Mill tail across the Meadow to the South Mill head, as per plan, 200 yards, at 4s. 6d. per yard -	45	0	0
A Lock at ditto -	210	0	0
A Towing Bridge over the end of the North Mill stream	30	0	0
Removing a shallow and two small islands above the Horse Shoe - -	50	0	0
A new Cut a little below Bar- ton Mill tail into the said Mill head, 264 yards, at 4s. per yard - -	52	16	0
A Lock at ditto -	350	0	0
A Towing Bridge over the tail of Mr. Callaway's Mill stream	25	0	0
Carried over	1072	16	0

	£.	s.	D.
Brought up	1072	16	0
A Towing Path, 4400 yards, at 1s. 6d. per yard	-	330	0 0
Purchase of land for ditto and new Cuts, fix acres, at 60l. per acre	-	360	0 0
Towing Path from Fordwich Bridge to Sandwich, 15 miles at 50l. per mile	-	750	0 0
Supervisal and other contin- gences, at 10l. per cent.		251	5 0
Total	£.	2764	1 0

An ESTIMATE of the Expence of
 extending the NAVIGATION by a
 New Cut from Park Dyke, as
 marked in the annexed Plan.

	£.	s.	d.
Common cutting 4400 yards,			
at 4s. per yard -	880	0	0
Towing Path, 4400 yards, at			
1s. ditto -	220	0	0
Purchase of land for the above			
14 acres, at 50l. -	700	0	0
Extra cutting crossing Ford-			
wich Street -	150	0	0
An Aqueduct crossing Bar-			
ton Mill tail -	200	0	0
One lock near Park Dyke	600	0	0
Carried over	2750	0	0

	L.	s.	D.
Brought up	2750	0	0
Communication Bridges, 3, at			
50l. - - - - -	150	0	0
Road Bridge across Fordwich			
street with extra brickwork	300	0	0
Ditto across the Margate road	200	0	0
Towing Path from Barton Mill			
head to Canterbury, 880			
yards, at 1s. -	44	0	0
Purchase of land for ditto	60	0	0
Towing Path from Park ^{Dyke} Lane			
to Sandwich, $14\frac{1}{4}$ miles, at			
50l. per mile -	712	10	0
Unforeseen accidents, super-			
vital and other contingen-			
ces, 10l. per cent. -	421	13	0
Total £.	4638	3	0
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